

### **REMARKS**

This responds to the Office Action mailed on March 16, 2006.

No claims are amended. Claims 1-37 are pending in this application.

#### **§102 Rejection of the Claims**

Claims 36 and 37 were rejected under 35 U.S.C. § 102(b) for anticipation by Ward, U.S. Patent No. 6,282,417. This rejection is respectfully traversed, as at least one element of the claims is missing from Ward.

Claim 36 specifically recites “accessing a database having information corresponding to multiple frequencies, wherein a subset of such **information** associated with the manually tuned frequency at the received position **is retrieved as a function of the manually tuned frequency and the position information**”. Ward describes displaying radio frequencies associated with last, current and future zones. The zones are identified by position of the aircraft. This differs from claim 36, in that claim 36 indicates that a subset of information is retrieved based on **both the position and tuned frequency**. As indicated in the detailed description of the present application at page 7, lines 25 et seq., “The simple tuning of a radio frequency causes a database search for information corresponding to the most likely, i.e., nearest, facility using the tuned radio frequency based upon the current aircraft position.” This is different than Ward, because Ward already displays different frequencies available based on the current location. Ward does not search the database based on the tuned frequency, whether manually tuned or otherwise, and does not display information as a result of such a search.

Claim 37 similarly references the retrieval of information “as a function of the manually tuned frequency and the position information”, and distinguishes from Ward on that basis.

A further distinction of claims 36 and 37 from Ward is that information corresponding to the frequencies is displayed. While not expressly stated what that information is in the claims, it is clearly implied that it is more than just the frequency, as the frequency has already been entered by the user. As stated in the summary of the invention, the information may for example, include the name of the facility transmitting, the runway number and the final approach.

Claims 1-35 were rejected under 35 U.S.C. § 102(e) as being anticipated by Briffe et al. (Briffe), U.S. Patent No. 6,038,498. This rejection is respectfully traversed. Applicant reserves the right to swear behind Briffe et al. at a later date.

The claims clearly recite that radio frequency information is stored as a function of radio frequency, and that a display signal is displayed as function of an input radio frequency signal. In the Final Office Action, it is stated that “Briffe even states that aeronautical information database includes a complete list of navigation aids which includes location and frequencies of each navaid.” Applicant does not understand how that statement, even if accurate, corresponds to storing of information as a function of radio frequency. It merely states that frequencies are stored. There is no indication that information is stored as a function of radio frequency.

The Final Office Action further identifies Col. 19, lines 63-67 of Briffe et al., as indicating that “by clicking on frequencies in the map the radio can be tuned.” This fact, does not indicate that frequency information is stored as a function of radio frequency, only that a radio can be tuned by clicking on a frequency. It only indicates that the frequency is stored, not that other information is stored as a function of radio frequency as claimed.

The following remarks correspond to the rejection of claim 1-35 beginning at page 3 of the Final Office Action. Such remarks correspond to remarks originally submitted in the first response, as they are still believed accurate, and clearly distinguish Briffe et al.

Briffe et al. is cited as disclosing radio frequency information stored as a function of radio frequency at Col. 5, lines 34-41 and Col. 10, lines 57-62. Col. 5, lines 34-41 references sensors, and memory modules for storing databases. There is no direct teaching that such databases contain radio frequency information stored as a function of radio frequency as claimed. Col. 10, lines 57-62 describes databases including “locations and frequencies of each navaid.” Again, this does not expressly state that radio frequency information is stored as a function of radio frequency. It appears from discussion at Col. 10, lines 66 et seq., that the frequencies are stored and accessed as a function of location. Thus, the claim language that radio frequency information is stored as a function of radio frequency is not met by the reference.

The Office Action cites Col. 6, line 45 to col. 7, line 4, or Col. 9, lines 12-20, Col. 10, lines 44-64 and col. 11, lines 25-27 as disclosing accessing the database as a function of an input

radio frequency signal and generating a display signal as a function of an input radio frequency signal. This is respectfully traversed. Col. 6, line 45 to col. 7, line 4, describe at best, that “transceivers (not shown) can be tuned manually, or can be tuned by ‘pointing and clicking’ with trackball 44 on a frequency in a digital map displayed on the MFD or the PRD.” This language does not support the ability to access a database as a function of an input radio frequency signal as claimed.

Col. 9, lines 12-20, merely indicate that a pilot can manually tune an ILS frequency.

Col. 10, lines 44-64, describe a first geographic map database and an aeronautical information database. As indicated above, the aeronautical information database is superpositioned on the geographical map database. There is no teaching of accessing information based on a radio frequency.

Col. 11, lines 25-27 describe “data stored for this point in system memory to appear as an information window displayed at the place of the cursor.” Again, there is no reference or suggestion that a database is accessed as a function of an input radio frequency signal as claimed. Since the reference does not teach the elements as arranged in claim 1, a prima facie case of anticipation has not been established, and the rejection should be withdrawn.

Claims 2-4 recite also using a position signal to access the database of radio frequency information. While Briff describes GPS information, it does not use it in the context of accessing useful information corresponding to a particular input radio frequency. At best, it is used as a navigation aid, not to identify useful information in conjunction with an input radio frequency signal. Since Briff does not show the elements as arranged in claims 2-4, the rejection should be withdrawn.

Claim 5 also recites the database of radio frequency information, and a processor coupled to the database that generates a display signal as a function of an input radio frequency signal and a position signal. Again, no connection between the input radio frequency signal and position signal with such a database is shown in the Briff, and the rejection should be withdrawn.

Claims 6-9 depend from claim 5, and distinguish for at least the same reasons.

Claims 10-15 distinguish Briff in at least the same manner as claim 2, in that both input radio frequency signals and position signals are used to access the radio frequency information in the database. As such, the rejection should be withdrawn.

Claims 16-21 distinguish Briff in at least the same manner as claim 2, and should be allowed.

Claims 22-35 also recite that both input radio frequency signals and position signals are used to access the radio frequency information in the database. As such, the rejection should be withdrawn.

**CONCLUSION**

Applicant respectfully submits that the claims are in condition for allowance and notification to that effect is earnestly requested. The Examiner is invited to telephone Applicant's attorney (612) 373-6972 to facilitate prosecution of this application.

If necessary, please charge any additional fees or credit overpayment to Deposit Account No. 19-0743.


Respectfully submitted,

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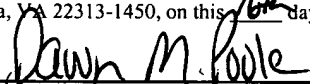
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Date 5-16-2006

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